More than 50,000 Over Half a Million Per Day

(Week-Day Average

PRICE ONE CENT.

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NEW YORK, FRIDAY, FEBRUARY 8, 1895. Scenes and Incidents of the Great Storm Sketched About Town This Morning.

NIGHT EDITION BLIZZARD RAGING NOW.

Wind 60 Miles an Hour and Temperature Hovering About Zero.

TRAINS STALLED EVERYWHERE

The Worst Is Not Yet, Says Farmer Dunn, for Colder Weather Is Coming.

ALL OCEAN COMMUNICATION SHUT OFF.

Mails Are Delayed, Milk Trains Stand Still, Suburbanites Walk, and Many Freeze to Death.

day is far more sweeping in extent than quently delayed, and long stoppages oc the famous blizzard of March 12, 1888. It is colder to-day than then and the wind is fiercer. The present storm waiting a long time on the platforms of sweeps almost the entire country in uptown stations, for a chance to board stead of a mere 400-mile radius around

these differences	:					
To-day	ra.	Blizz	ard.	Blizz	ard of	1888
Temperature1	eg	. belo	w	5	deg.	above
Wind60	m	ties			60	miles
Bnow	11	nches				2 feet
Area2.0	00	mile			400	miles

Not since the ever-to-be-remembered vated station for a s'im chance to ride. great March blizzard, have the people of Gotham been compelled to entertain so flerce and blustering a visitor as that which came up from the South last night, and is still making things howl

In fact, the weather record for the schedule

This was the case in Fifty-ninth street. where the blasts struck the row of big apartment - houses fronting on Central Park with terrific force, and curling about, carried every particle of snow from that side of the street, leaving the pavements bare, and piled it up in a pletely buried the stone wall of the

In all the uptown streets, especially on the high ground along the west side, the drifting was most marked, and when their homes for business this morning they had to wade through mounds of snow two and three feet deep, in a short trip to the nearest Elevated station.

The downtown streets were in no betcelar the sidewalks, a tramp of even a few blocks was a serious undertaking. thing, but New Yorkers have so little Arctic travel they are not included in cles of ornament or curiosity.

both horse and cable lines, had snow-S above zero sweepers at work all night, travel was 2 " greatly delayed everywhere this morning, and in some instances operation was sepended. Every horse car that went out of the stables was drawn by a douole team, and this necessarily decreased the number of cars run. The cable oads had the best of it, but even they were operated irregularly. The slippery tracks made it difficult for gripmen, and t was necessary to move at a slowe

> The Elevaed road trains were also fre curred on each trip in early hours. Dur ing the rush hours trains were packet suffocation, and crowds were kept trains. Many of them went by with-showed that there had been a flerce out stopping, the car platforms being storm down the bay all night long. The so packed that the gates could not be

crowded, not a few people who were obliged to reach business early, decided to trainp through the snow, rather than wait at street corners and on the Ele-

The One Hundred and Thirty-fifth street trolley line was stalled last night at 11 o'clock, and it was more than an hour before the tracks could be sufficiently cleared for them to take the Since that time they have, however, been running





Effect of the Blizzard Upon the Whiskers of Men Truly Great.

The early reports from Quarantine

ing it was blowing a burricane. The blizzard was howling through the York shore, and about noon it formed a ninth Street Ferry to South Brooklyn The blizzard was howling through the Narrows at the rate of fifty-five miles solid and almost compact mass, extending out from the ends of the piers several hundred yards. Then the trouble into the slip at the Battery till 2 o'clock, the super bay a let-up, The ice in the upper bay and in the Narrows extends from shore to shore and is solidly packed.

from the lower bay. Blowing Seventy Miles on Hour.

Fierce Storm in the Bay.

thing phenomenal for New York, and The surface cars on First and Second wind was blowing at the extraordinary The stream of First and Second rate of seventy miles an hour, and with difficulty the observer could see only clock to 6 o'clock to 6 o'clock this morning clogical experts, particularly those of all the trolley cars in the Annexed Dis-

savage northeast gale, which set in just ning of the ferry-boats.

after dark last evening, gradually had increased in force, and early this morn-of the gale from the northwest drove the navigable.

floating field of ice in towards the New | Only one hoat was run on the Thirty began.

The boats on the Pennsylvania, Eric

It was reported that incoming vessels and New Jersey Central ferries, which would probably experience great diffiwould probably experience great date delayed so much in getting into their operations until the channe, should be

had been running on regular time, were delayed so much in getting into their slips that it was found necessary to cut down the number of trips.

Boats on the Courtlandt street ferry were then running on a headway of twenty minutes, double the usual time, while the delay was even greater on the Chambers street and Hoboken ferries.

The greatest difficulty was experienced in the East River was found at 125 west figured.

As only a few passengers were carried each trip, it was decided to stop further operations until the channe, should be clear.

The Brooklyn trolley line which runs for connection with this ferry had been trough the roof of 76 Monroe street. Stephen Ullola, of 331 East Twenty-first mot running. Boats on the Atlantic avenue ferries were the delay was even greater on the Chambers street and Hoboken ferries.

The greatest difficulty was experienced in the East River was found at 125 West Fifture and the street at 4 A. M., crashed through the roof of 76 Monroe street. Stephen Ullola, of 331 East Twenty-first mot running. Hosts on the Atlantic avenue ferries were the first street, was found at 425 this morning in front of 345 East Twenty-first mot running all the morning, but very irregularly, and sometimes there was more the street at 4 A. M., crashed through the wind on the new building at 74 Monroe street. Stephen Ullola, of 331 East Twenty-first mot running all the morning but very irregularly, and sometimes there was more the street at 4 A. M., crashed through the wind on the new building at 74 Monroe street. As five wind on the new building at 74 Monroe street. As five wind on the new building at 74 Monroe street. As five wind on the new building at 74 Monroe street. As five wind on the new building at 74 Monroe street. As five wind on the new building at 74 Monroe street. As five wind on the new building at 74 Monroe street. As five wind on the new building at 74 Monroe street. As five wind on the new building at 74 Monroe street. As five wind on the new building at 74 Monroe street. As five win

reached the Brooklyn side again.

As only a few passengers were carried

whose experience makes him an authority, said that up to 11 o'clock fully 17,000 more persons had crossed the Bridge than on ordinary week days.

The Staten Island ferry-boat Middle-flow mass delayed for some time in entering her slip this morning by the hicles over the Bridge was also augmented.

The Staten Island ferry-boat Middle-flow mass delayed for some time in entering her slip this morning by the flow was delayed for some time in entering her slip this morning by the flow was delayed for some time in the leve with a canal-boat in tow directly across the entrance of the slip.

The Staten Island ferry-boat Middle-flow respective to the conductor ports from vessels coming in showing that there has been such a furious gale that there has been such a furious gale on the Atlantic that it would be daried and started the train. And there has been such a furious gale on the Atlantic that it would be daried and started the train. The theory is strengthened by the region of trucks and other vessels coming in showing that there has been such a furious gale on the Atlantic that it would be daried and started the train. The theory is strengthened by the recommendation of the car gates being with open and passengers hanging to the platform and passenger

Dunn Congratulates Himself. Late this afternoon Weather Mar Dunn stated that there was no change in the situation, and that all his predic

tions were seemingly in a fair way to The temperature was gradually fall-ing and there were signs that the clear-ing-up time had come. The sun was shining dimly through a mist, which was formed of fine particles of drifting snow.

that the high wind was carrying alonat a terrific speed.

The velocity of the gale at that time

bay and off Sandy Hook.

Tornado Centres Downtown, The high buildings in lower Broadway seemed to gather in the winds from all quarters and concentrate a blast of such force in the street below that pe destrians were almost carried from their feet. Another tornado centre was in Broad street, in front of the Mills Build ing and the Stock Exchange.

Cafes and saloons where hot drinks could be procured were thronged with customers and doing a rushing business, while hundreds of half-frozen people collected in the warm corridors of the collected in the warm corridors of the Equitable and other big office buildings and swarmed around the steam radio ors, in the attempt to get thawed out before they proceeded on their way.

Witnesses Snow-Bound. Judge Gildersleeve, in Part II. of the Superior Court, adjourned court this morning because the witnesses in the case of Sarner against Hellman did not put in an appearance, being snow-bound somewhere in the storm.

Ships Frozen in the Ice. Intitish ship Frankenstein. Capt. Shepard for Shanghal, was caught in the lee in the and dragged slowly towards Brooklyn g Mchaldh Rros. went to her assistance, eleanner Greetlanis, Capt. Coulilland, a cortal, Whart Brooklyn, was frozen fast in

The steamer Greetlants, Copt. Confillred, at Commercial What's Rooklin, was frozen tast in the low and could not said for Cuba, as she was scheduled to te-day.

The Norwegkian steamer Tomo, Capit. Bjonness, bound for Demarara, started for sea at 2 P. M., but on reaching the lower bay found the weather ton severe, and at 2.35 returned to seek shelter off Quarantine. The Naccochee, which started yesterday for Savannah and anchored in Grav-send Bay, got under way at about 1.30 this afternoon, but returned to Quarantine and anchored a few minutes after the Tjomo. Tugs Robert Haddon and Carrie A. Ramsay ventured seawards, but returned and reported tremendous seas in the lower bay.

Incidents of the Storm

Up to noon fourteen men had walked across the Brooklyn Bridge. One woman starred, but turned back.

The walks in Central Park were not a favorite resort for uptown pleasure-seekers, and the blanket of snow was broken only by the foolsteps of a reporter sent out to find out how the animals fared. The polar bear was doing well.

Wall street brokers were making bets on the lowest temperature that would be reached before the end of the cold snap. Guesses ranged all the way from 4 to 10 degrees below zero.

Snow-shovellers had a hard time of it trying to load carts, for the gale blew the fine snow out of the shovels before it could be thrown into the carts.

City Hall Square was the centre of a cyclonic disturbance. The winds seemed to blow from all quarters of the compass at once.

Gripmen on the Broadway and Third

Victims of the Storm.

NIGHT EDITION

MAY BE THE TEUTONIC.

was thirty-six miles an hour at the Equitable Building, but it was blowing at over sixty miles an hour down the Ocean Steamship Passing Fire Island Thought to Be the Overdue Vessel.

LA GASCOGNE NOT YET SIGHTED.

Fears Were Felt for the Fall River Boat Pilgrim, but She Was Seen Off Newport.

REPORTED AT SEA. TERRIFIC GALES

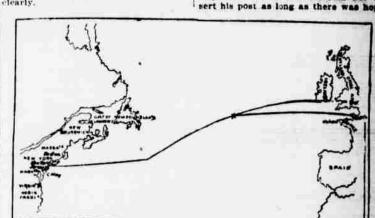
The French Liner May Have Been Abandoned and Her Passengers Transferred to Another Vessel.

Word was received from Fire Island | is agreed that she would hall the

The operator at that place thinks it is ferred and the magnificent vessel the Teutonic, although the weather is be left to her fate.

at 4.30 P. M. that a steamship had just passing ship, and that if the latter was unable to take a tow, the passengers of the ocean greybound would be trans-ferred and the magnificent vessel would

so thick he could not make her out Capt. Charles Baudelon would not de



Map of Routes of La Gascogne and the Teutonic Showing Their Possib

pairs could not be made on board, it

Care in Trouble. Although surface railroad companies





Interior of a Third Avenue Elevated Car This Morning.